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The Daily Press.

HONGKONG, JANUARY 4TH, 1910.

WHEN the late Prince Ito, on the eve of his departure for Harbin, disavowed the suggestions in the Japanese Press that his mission was a political one of much importance, the disavowal was regarded as ironical and very diplomatic. We now observe that the Times correspondent at St. Petersburg, commenting on the persistence of the mischievous rumours in Russia of impending complications between Russia and Japan in the Far East, remarks that misleading reports concerning the Prince's mission probably helped to prepare the ground for the sensational stories which are being so freely canvassed in Russia. Everybody, he says, imagined that Prince Ito went to Harbin to negotiate, and naturally expected that the negotiations would be resumed after his untimely death. But the correspondent says he is in a position to state "on the highest authority" that Prince Ito did not go to Harbin on a diplomatic mission. "His visit to Harbin was an act of courtesy to the Russian Minister and was essentially a demonstration of the friendly feelings of Japan towards Russia. During the quarter of an hour spent by Prince Ito and M. Korovnikov in a railway carriage the Japanese statesman clearly explained this to be the object of his journey, and invited M. Korovnikov to visit Japan. The ensuing tragedy, while it upset the plans for a Russian visit to Japan, has led to no change whatever in the attitude of Japan and Russia towards one another."

The *Novoye Vremya*, the organ of the Russian Government, has been demonstrating ever since the absurdity of the rumours of an impending conflict which, however, are still being circulated with astonishing industry "to the unbounded satisfaction of Bourse manipulators." Reports that Japan is placing large orders for war material in Germany and England are adduced by sensation-mongers as positive evidence of impending hostilities, and the *Times* correspondent remarks that prominent organs like the *Reich*, the *Russkoe Slovo*, the *Golos*, and the *Bourse Gazette*, which bestow spasmodic attention upon foreign affairs, regale their readers with alarmist tales of Japan's war preparations, supplementing them with gossip about differences on Far Eastern policy between M. Isvolsky, the Foreign Minister, and M. Sokolov, Minister of Finance, and M. Sazonov, Minister of War. All the correspondents of the London Press stationed in St. Petersburg agree in stating that relations between the Japanese and Russian Governments are perfectly normal and friendly, and while they see in the fact that the Duma has been engaged upon the war estimates some excuse for the manifestation of Chauvinistic tendencies on the part of the military authorities in Eastern Siberia, who are personally desirous of larger local disbursements, they note that the campaign has, further, the design of once more diverting Russia's attention from Europe and preventing closer relations with Japan, which, according to the *Times* correspondent, is what sober opinion in both countries desire. Certainly there is no Chauvinistic tendency manifested in the Japanese Press, and it is only from St. Petersburg that we get any news at all of the alleged impending complications. What all the trouble is about is not clearly stated, and the only idea we get from reading the reports is that since the war Japan has pursued an active policy while Russia has done nothing in the Far East, and, according to the Russians who return from the Far East to St. Petersburg, the results of this divergence of attitude are now making themselves plain, and evidently inspire the belief that Japan sooner or later will encroach upon the Russian sphere. Evidently the Russian Foreign Minister finds it no easy task to dissipate these apprehensions, especially as the War Minister is reported to share them. The result of the subject some days ago, viz., that there is nothing whatever in the general situation to justify the anticipation of any serious friction between Japan and Russia which may lead to hostilities. There is certainly no disposition shown on the part of Japan to create a quarrel; on the contrary, she has substantial reasons for desiring to avoid one.

H.M.S. Kent has returned to the Colony with a new crew, having recommissioned at Colombo. Yesterday saw a gradual return to business in the Colony. The holiday spirit was, however, prevalent.

Two quartermasters on the *Rubi* have been fined pesos 500 each for importing opium into the Philippines.

Rizal Day was observed on December 30th, the Filipino hero being commemorated in Manila by processions and sports.

Mr. R. E. Hurry, M.S. Bao, the new organist at Holy Trinity Cathedral, Shanghai, arrived in the northern port on Christmas Day.

The King's exequatur-empowering Mr. J. M. Macedo to act as Consul of Peru at Hongkong has received His Majesty's signature.

Sixteen natives, who were charged before Mr. J. R. Wood at the Magistracy yesterday with gambling at 20, D'Aguiar Street, were fined \$4 each.

The Bishop of Victoria and Mrs. Lander ask us to announce that they will be "at home" at their residence, 73, Mount Kellet Road, the Peak, each Thursday during this month.

The Rev. H. O. Spink is the leader of the discussion on "The Church Universal" at the third meeting in connection with the universal week of prayer to be held at St. Paul's College this evening.

William New, a Chinese student who went to England to continue his studies after a course at St. John's University, Jessfield, has been appointed a Demonstrator of Anatomy at Cambridge.

Mr. D. P. Ricketts, formerly district engineer, has been appointed Engineer-in-Chief of the Imperial Chinese Railways, in succession to Mr. C. W. Kinder, C.M.G., who recently resigned.

Mr. F. G. McDonnell, member of the Municipal Board of Manila, was to leave last week for Hongkong with the object of arranging for the visit of one or more polo teams to the Carnival.

A native who was arrested at Ho Koi Kok for being in unlawful possession of a quantity of prepared opium was ordered by Mr. J. R. Wood at the Magistracy yesterday to pay a fine of \$120, or to go to gaol for two months.

As the time is rapidly approaching for sending another mission to acquire after the welfare of the Chinese in the South Pacific Islands, the Board of Agriculture, Industry and Commerce, and the Waiwatu are reported to be looking about for a suitable official to lead the mission.

The President of the Board of Posts and Communications and Sir Robert Bredon have decided that all postmen in the Peking Postal district shall go about their duty on bicycles from the 1st of January, 1910, and one hundred machines have been ordered for the purpose.

A Chinese sapper from Wellington Barracks was charged before Mr. E. R. Hallifax at the Magistracy yesterday with being in unlawful possession of a quantity of brass filings. The charge was proved and the defendant was ordered to pay a fine of \$25, the alternative being one month's imprisonment.

The Chinese Consul at Singapore has telegraphed to the Waiwatu reporting that a number of revolutionists are sending arms and ammunition to Amoy, Swatow and Tungshan and that the anti-dynasty party leader Chen Koh and many of his followers intend to raise a rebellion in Amoy and Tungshan. On receipt of the telegram the Board instructed the Taoist of Amoy to take the necessary precautionary steps.

Apparently the ladies of the Colony have not so far made a satisfactory response to the appeal made by the Rev. T. F. Johnson as hon. secretary of the St. John's Ambulance Association for the names of those wishing to attend the coming lecture courses. The series of lectures on "Home Nursing" commences on Friday at St. Paul's College and the lecturer, "First Aid," at the Victoria Hospital on the following Tuesday afternoon. A card just issued by the hon. secretary intimates that the number of ladies who attend, and it is desired that names should be sent in to the hon. secretary without delay.

Discussing the currency question with the members of the Waiwatu the other day Prince Tsai Tse said that the confusing variety of coins and notes in circulation in China is largely due to the importation of foreign money, and that to have a uniform currency foreign money must be first kept out of the country. H. E. Liang Tzu-yen replied that two years ago his predecessor Yuan Shih-kai and Sir Robert Hart were drawing up a scheme and the matter was dropped owing to the latter's departure for England, and suggested that it be brought up again when he comes back, as he last week, has been well maintained and prices have ruled higher. China exchange rates keep so close to the parity of silver that operations on account of China have been done both ways. At the higher level of prices now obtained China is more inclined to sell, but on the least drop it buys. The stock in London is reduced to moderate dimensions, little more than sufficient to provide for "bear" covering as the dates fall due. Buying orders continue to come from the Continent and practically monopolize the market, which is supplied from ordinary channels alone, for the steadiness of the price defers speculation from selling.

By arrangement with the Japanese authorities, it has been decided to fix certain dates to be distinguished as gala occasions during the course of the Japan-British Exhibition in London. These will be:—The birthday of the Empress of Japan (May 23), the anniversary of the birth of the Crown Princess (June 25), the day on which the Anglo-Japanese Agreement was signed (August 12), the date of the signing of the first Anglo-Japanese Commercial Treaty (August 26), and the accession day of the Emperor of Japan (August 27). On the last day of August the birthday of the Crown Prince will be celebrated, and on September 24 there will be the feast of the autumnal equinox, one of the public holidays in Japan. On October 17 there is to be a Japanese harvest festival. England, Scotland, and Wales, the Colonies, and our principal municipalities will also have special gala days.

Two former residents of Hongkong have made recent additions to English literature. In collaboration with Mr. Mortimer Menpes, the well-known impressionist and disciple of Whistler (who is responsible for the paintings), Sir Henry Blakel, our last Governor but one, contributes "China" to what has been described as Messrs. Black's "admirable series of 'Beautiful Books,' which have done so much to lighten the literature of travel." The combination of Blakel and Menpes ought to produce a highly interesting volume. Sir Henry was noted for his pro-Chinese proclivities while resident here, while Menpes had all an artist's ardour for the picturesque in Chinese life. The other work to which we refer is Mr. P. W. Sergeant's "Cleopatra of Egypt," published by Hutchinson at a cost of 15s. net. Mr. Sergeant showed high literary qualities while Editor of the *Daily Press*, and since his return to London has produced four works that have been warmly commended by the critics. *The Times*, in its Special Christmas Literary Supplement, says that Mr. Sergeant's latest work is "frankly described as 'an experiment,' and adds: 'The lack of memoirs full of picturesque particulars prevents the experiment from achieving the full success that one could wish for it, though it is interesting and ingenious.'"

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance, 1894.]

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS"]

AN ELLERMAN LINER SUNK.

COLLISION IN THE IRISH CHANNEL.

LONDON, January 3rd.

The steamer "Ayrshire" collided with the Ellerman liner "Arcadian" in the Irish Channel in a dense fog.

The "Arcadian" sank, and thirteen lives were lost.

[The *Ayrshire* is a steamer of 4,824 tons net, owned by Mr. D'Arcy M. Davies, of London, and was built in 1903.]

THE BRITISH ELECTION
CAMPAIGN.

MR. LLOYD GEORGE AND THE HOUSE
OF LORDS.

LONDON, January 3rd.

Mr. Lloyd George, Chancellor of the Exchequer, speaking at Reading, said the Government had allocated eighteen millions for social reform, but the people were unable to benefit till they swept the irresponsible hereditary obstruction out of existence.

IRISH UNIONISTS AND HOME RULE.

The Irish Unionists have issued a manifesto appealing to the electors of Great Britain to disregard other issues and avert Home Rule which is the avowed forerunner of separation, and would thus be a standing menace from both naval and military standpoints. The Union, it is urged, is the only security for the millions of money Great Britain is lending for land purchase.

THE POLITICAL CRISIS IN
GREECE.

LONDON, January 3rd.

An Athens telegram states that the resignation of the *Archon* the *Archon* Interior, and the abolition of Consulates abroad, with the exception of that at Constantinople.

THE CHINESE NAVAL
COMMISSION.

LONDON, January 3rd.

The Chinese Naval Commissioners have arrived in Vienna.

They were conveyed to the quarters assigned for them in Court carriages escorted by a guard of honour.

THE WAYS OF THE CHINESE
SERVANT.

A Chinese cook who has been employed at the Yumai Police Station for about five years was charged before Mr. E. R. Hallifax at the Magistracy yesterday with leaving his employment without giving the requisite notice. The defendant asked for and was granted leave to visit a sick cousin at Kowloon. Instead of proceeding to the home of the invalid, however, he accepted another and more lucrative appointment. This came to the knowledge of the police, and a warrant was issued for his arrest. But before it was executed Sergeant Macdonald received the following letter:—
"Sir, I am very sorry to say that formerly I asked for four days' leave for my home, but now it is forgoing. At present I am looking for a job in steam and not willing to return to my post. I thank you very much for looking after me so long, please get another cook at your service, hoping you are getting on well. Yours sincerely,
Ah Fui."

Ah Fui was busy preparing a New Year's day dinner at his new place when a policeman tapped him on the shoulder and asked for the pleasure of his company to the Police Station. The deserter, as previously stated, was charged at the Magistracy yesterday, when Sergeant Macdonald asked his Worship to deal leniently with him, as he had been a good servant. His Worship imposed a fine of \$3, the alternative being seven days' imprisonment.

THE TEA DUTY IN ENGLAND.

In answer to an inquiry, Mr. Rowland Atkinson, chairman of the committee of the Tea Traders' Association, stated on the 9th ult. that, as the trade of recent negotiations in the London tea market, an absolute unanimity of opinion has been reached with the result that not a single pound of tea has left the London warehouses or docks upon which a deposit of 5s. per lb. in lieu of duty has not been paid. Not only has the entire London trade come into line, but a deposit has been paid on the few thousand pounds of tea which had left the control of the Customs upon guarantee, since Saturday last. Upon inquiry at the Customs House, confirmation of the latter statement was received.

LOCAL SPORT.

CRICKET.

H.H.C.C. v. UNITED SERVICES.

The two days' match between these teams concluded yesterday, the Services winning by six wickets and three runs. There was a large attendance to witness the game, and the pleasure of the afternoon was enhanced by the cordial reception accorded those who attended the "At Home" given by Vice-Admiral the Hon. Sir Hedworth Lambton, Major-General R. G. Broadwood and the officers of the United Services. The Rajput Band was in attendance, and enlivened the proceedings with pleasing selections of music.

The day proved an auspicious one for the United Services team, for besides winning the big match comfortably, they had a scratch match which followed, well in hand, and would probably have scored a second victory if time had permitted.

When stumps were drawn on the opening day of the principal match, after each team had concluded its first innings, the Services had a lead of 26 runs. Yesterday, the Hongkong team made a much better stand in its second innings, R. E. Oliver, not out, contributing a useful 58, Young 44, Ellborough 24 and Pearce 25, to the total of 207.

Besley and the Rev. Maundrell opened the second innings of the United Services, and this partnership was productive of 83 runs, the former batsman's score being 49, and the latter 34. The successors were Garnett and Polly. The former contributed the good score of 48 before Young took his wicket, and the latter was bowled by R. E. Oliver when his total stood at 16. With Baird 12, not out, and Mayhew 6, not out, the match concluded.

The bowling analysis shows that six of the Club wickets fell to Baird for a total of 75 runs, while two fell to Bagnall for 37 runs. R. E. Oliver took two of the Services wickets for 66, while one fell to Baird for 46, and one to Young for 53. Scores and analyses are as under:—

HONGKONG.

First Innings.....165

(Second Innings.....)

T. E. Pearce, o Polly, b Baird..... 23
E. C. Ellborough, o Green, b Baird..... 24
A. H. Claxton, b R. E. Oliver..... 12
A. G. Sharplin, b Baird..... 12
R. E. Oliver, o Mayhew, b Baird..... 5
W. Manning, b Bagnall..... 5
J. Hall, o Green, b Baird..... 5
R. E. Oliver, not out..... 58
A. Young, o Baird..... 44
E. C. Baird, not out..... 12
E. O. Hutchinson, absent..... 15

Extras.....10

Total.....207

Bowling Analysis:

B. Bagnall..... 17 8 37 2
Flag Lt. Mullineaux..... 8 1 32 0
Capt. Baird..... 24 7 75 6
Lt. Green, b R. E. Oliver..... 2 10 0
Lt. Polly..... 2 0 20 0
Lt. Bagnall..... 5 1 18 0

UNITED SERVICES.

First Innings.....191

(Second Innings.....)

Capt. Baird, not out..... 49
Capt. Mayhew, retired hurt..... 18
Lt. Green, at Claxton, b Baird..... 10
Capt. Claxton, b R. E. Oliver..... 0
Flag Lt. Mullineaux, o Sab, b Baird..... 12
Lt. Bagnall, not out..... 47
Lt. Bagnall, not out..... 12

Extras.....10

Total.....184

Bowling Analysis:

A. H. Young..... 12 1 53 1
R. E. Oliver..... 12 1 36 2
R. E. O. Baird..... 14 2 46 1

THE SCRATCH MATCH.

When stumps were drawn, scores and analyses in the scratch match were as follows:—

UNITED SERVICES.

Capt. Baird, not out..... 127
Capt. Mayhew, retired hurt..... 18
Lt. Green, at Claxton, b Baird..... 10
Capt. Claxton, b R. E. Oliver..... 0
Flag Lt. Mullineaux, o Sab, b Baird..... 12
Lt. Bagnall, not out..... 47
Lt. Bagnall, not out..... 12

Extras.....10

Total.....184

Bowling Analysis:

Bagnall..... 12 1 53 1
Flag Lt. Mullineaux..... 8 1 32 0
Garrett..... 9 0 36 2
Maundrell..... 7 0 35 5

CORINTHIAN YACHT CLUB.

A series of boys' races promoted by the Corinthian Yacht Club took place yesterday, the course being—start from Fowling's to North Fairway Buoy (Starboard), Channel Rocks (Starboard), and in Distance 94 miles. Splendid sailing weather prevailed and the boats were well manœuvred by the boys. The results for the various classes were as follows:—

Handicap Class.

Corrected Time.
Corriance..... 12 44 41 1
Ayah..... 12 45 08 2
Dahousie..... 12 46 51 3

Hayward Hays Class.

Corrected Time.
White Rose..... 1 10 0 1
Lisa..... 1 14 30 2
Dawn..... 1 19 0 3

Strive broke a chain plate, and gave up.

Gael one design class.

Corrected Time.
Toinette..... 1 10 2 1
Joan..... 1 11 1 2
Gael..... 1 17 29 3

Toinette allowed 10 seconds per mile to the other boats, but had difficulty in securing first place.

B.O.C. "AT HOME."

The members of the Boys' Own Club were at home to their friends yesterday afternoon, the occasion being the formal opening of the new Club house by Mrs. W. J. Gresson. The Club was started about a year and a half ago by several youths, who had just left school, desiring to play football and finding no room for their abilities in teams already organised they banded together and applied for admission to the then newly-formed Hongkong Football League. The newly-formed Club did not meet with much success in their first venture only winning two matches during the season, but their enthusiasm was not damped by this, and on Empire Day they held sports on the Race Course which were well patronised, and this event is now looked on as likely to be an annual fixture. When the water polo season arrived a team of "boys" was entered for the league, and finished fifth from the top with nine teams entered, which was a very creditable performance for their first season. At the commencement of the present sporting season attempts were made to secure a ground from the Government, but owing to the shortage of sites available for this purpose, their application met with little encouragement. Just as things were looking black for the prosperity of the Club, however, their president, the Hon. Mr. W. J. Gresson, placed a site in Leighton Road at their disposal, and since then no effort has been spared in getting the place into a fit condition for playing and practising the various games in which they intend taking part.

At the opening ceremony yesterday Mr. A. H. Carroll in asking Mrs. Gresson to open the Club-house briefly outlined the history of the Club, speaking in glowing terms of the generosity of the Hon. Mr. Gresson in thus placing the site at their disposal.

Hon. Mr. Gresson in replying thanked the chairman for his good wishes, and said that he was very pleased indeed to have been able to do what he had to encourage the B.O.C. In the course of his remarks he advised the members to do what ever they had to do thoroughly, pointing out that in sport, as in business, the greatest effort was required to reach the top rung of the ladder. Mrs. Gresson having declared the Club-house and ground open, races were taken part in and the results were:—

75 Yards Three-legged Race.—Messrs. Carroll and Carroll.

50 Yards Pony Race.—Messrs. A. Ellis and I. Goldenberg.

50 Yards Ladies' Race.—Miss A. Lee, 1; Miss M. Goldenberg, 2.

50 Yards Girls' Race.—Miss A. Danenberg, 1; Misses D. Green and C. White (dead heat), 2.

Ladies' Nomination Race. Conditions:—The ladies to line up on one side, run a distance of 50 yards, and take off the gun's coat. Gentlemen will put on cellar, the nomination then run to winning post. First one to win.

This was the event of the afternoon and responsible for a large number of entries.

Mr. A. H. Carroll nominated by Mrs. W. J. Gresson, 1; Mr. H. Goldenberg, nominated by Miss A. Lee, 2.

75 Yards Boys' Race.—Master C. Leong, 1; Master N. Skerberg, 2.

50 Yards Hopping Race.—Mr. J. E. Chumyat, 1; Mr. I. Goldenberg, 2.

At the conclusion of the sports Mrs. W. J. Gresson presented the prizes to the successful competitors, and Mr. A. Ellis, on behalf of the Club, presented her with a bouquet.

The proceedings terminated with cheers and "tigers" to Mrs. Gresson, the ladies, the president and the B.O.C.

THE JEW IN MODERN COMMERCE.

GERMAN PROFESSOR'S "SCIENTIFIC" STUDY.

Dr. Werner Sombart, Professor of National Economy at the Commercial University of Berlin, inaugurated recently a series of lectures on "The Importance of Jews for Modern Economic Life." He stated that he has studied the subject scientifically, and that he intends to treat it absolutely impartially.

In the sixteenth and seventeenth centuries, he said, the centre of economic activity removed from Southern to Northern Europe, and simultaneously the Jews, expelled from Italy, Spain, and Portugal, wandered to Holland and England. The sudden economic rise of Holland, Dr. Sombart asserts, was due exclusively to the settlement in the country of rich Jewish merchants, who had a monopoly of trade in articles of luxury and in colonial products, and who dealt in articles which revolutionised modern economic life—cotton, indigo, calico, &c.—and finally owned the American silver mines.

The Jews, continued Dr. Sombart, were the pioneers of colonisation. The expedition of Columbus, for example, was financed by them, a large percentage of the crews of his vessels were Jews, Jews were very largely interested in the East India Company, and a Jew as packman accompanied the first Colonists into the interior of South and North America.

The Jews, he added, were largely instrumental in the establishment of the material basis on which the modern State rests. For they made modern armies economically possible. All the purveyors to armies in the sixteenth, seventeenth, and eighteenth centuries were Jews, and Jews created, as furnishers of the money, the present system of State loans. The Jews have been the most important factor in widening the capabilities of industry, and they are the fathers of Free Trade and free competition.

In subsequent lectures Dr. Sombart will discuss the question as to how it happens that such a small number of people has had such an enormous influence on the economic life of great nations.

SHIPPING NOTES.

Our ambitious allies in Japan (remarkable London contemporary) are not content that the steamship lines with which they girdle the earth shall loiter in the race. Accordingly the Nippon Yusen Kaisha makes the interesting announcement that, commencing with the New Year, its European service is to be completely remodelled. The majority of the older steamers will be withdrawn, and six powerful new twin-screw vessels, each of 8,500 tons gross register, substituted. The fine modern vessels have already performed a voyage or two during this year as extra vessels, and have become exceedingly popular with passengers and shippers. Their accommodation is of a character in keeping with the over-increasing demands of the ocean voyager, while the virtualising is of the highest class. A further new departure will be a call at Marseilles every fourteen days, instead of monthly as at present. The speed will be increased, and the voyage from London to Kobe reduced to forty-five days as against forty-seven days as formerly, and this notwithstanding the call at Marseilles. Some of the older vessels withdrawn from the regular service will be utilised as extra steamers, according to requirements.

To the satisfaction felt in London with the *Ithaca* awards, says the Marine Insurance Correspondent of the *Times*, is added the hope that progress may be now expected in those other cases which are at various stages, summarized below, of settlement. The principal claims with which the market is now concerned are those connected with the Danish steamer *Prinsesse Marie* and the British steamers *Knight Commander* and *Hip Sang* and also the *Oldhamia* and *St. Kilda*. The claim for the *Prinsesse Marie* amounts to £29,960, which includes £29,448 as the value of the steamer. At the beginning of March, 1903, the *Libau* Prize Court condemned the ship and cargo on the basis that more than 50 per cent. (seven-tenths) of the weight of the cargo consisted of articles considered to be contraband of war. Early in April last the Supreme Prize Court reversed the decision of the *Libau* Prize Court with regard to the steamer and decided that the owners should be recompensed for the loss. The Court also reversed the decision of the *Libau* Court concerning the cargo and decided that the part consisting of contraband of war (detailed in the judgment) should be condemned, but that the owners of the innocent cargo should be recompensed. The case has to go back to the *Libau* Court for the assessment of amounts.

In the case of the *Knight Commander* it appears that the Supreme Court decided against the owners of the steamer and against the cargo as more than 50 per cent. was considered to be contraband. A case is to be argued to endeavour to obtain compensation for the part of the cargo which was considered innocent. This case will go before the *Libau* Prize Court, and if successful there it will pass to the Supreme Court to decide the action, and, if it favours the cargo, returns it to the *Libau* Court for judgment. The date of the hearing of the case before the *Libau* Prize Court has not yet been fixed.

Underwriters interested in the *Hip Sang* and also the *Oldhamia* and *St. Kilda* are referred to Sir Edward Grey's replies to questions in the House of Commons on February 22, July 8, and September 21 last. The Russian Government informed His Majesty's Ambassador at St. Petersburg in May that the evidence of an important witness on their behalf at Vladivostok was still outstanding, but that the case of the *Hip Sang* was otherwise completed for hearing by the Supreme Prize Court. His Majesty's Government had repeatedly pressed that the hearing should be accelerated. Except in certain important details affecting cargo the Supreme Court practically upheld the finding of the lower Court, which condemned both *Oldhamia* and her cargo, while leave had been granted to the appellants by the Supreme Prize Court to recover losses incurred by the defence on the *St. Kilda* and her cargo. In the majority of the cargo claims the Supreme Court upheld the finding of the lower Court. Sir E. Grey explained that both these cases involved questions of principle, which would be carefully considered when the full terms of the findings were received.

It is announced that the steamers of the Orient Steam Navigation Company will after February cease to call at Plymouth on the outward voyage from London to the Australian colonies. The change is understood to be rendered necessary by the new mail contract with the Australian Government under which the service is expedited.

The floating dock to be stationed at Portsmouth, for which the contract has been secured by Messrs. Cammell, Laird, and Co., will be 700ft. broad, and will have a lifting capacity of about 4,000 tons. It will be able to accommodate a vessel up to 42ft. draught. The dock is to be delivered in 18 months from the date of contract. It is understood that Messrs. Swan, Richardson, and Co., of Newcastle-on-Tyne, are to build a similar dock for the Medway.

Captain John Pritchard, commander of the *Mauretania* and Commodore since January last of the Cunard fleet, has tendered his resignation, but as yet no date has been fixed for his retirement. Captain Pritchard started his career 51 years ago, at the age of 13, as a boy cook on board a sailing vessel at 12s. a month. Having gained his master's certificate, he saved sufficient to become part owner of an eight hundred ton sailing brig, of which he was master, and in which he made many voyages,

including one across the Atlantic. Thirty-five years ago he joined the Cunard Company as junior officer and for the past 15 years he has been a master. The *Mauretania* was the third Cunard liner he took over on completion by the builders. As captain of the *Corona* he two years ago formally opened the Ambrose Channel at New York, and it was the *Mauretania* which inaugurated the present Cunard service with Flagstaff as a port of call.

A very lively commercial struggle is going on between Hamburg and Antwerp, chiefly for the trade with the Argentine Republic. These two great ports of Northern Europe have always been more or less rivals, but of late years the great German Transatlantic liners have given Hamburg the advantage. King Leopold of Belgium was always anxious that the Belgians should turn their attention to the overseas trade, and establish a mercantile marine. Quite recently the Royal Belgo-Argentine Company bought half-a-dozen vessels of a German shipbuilding company, at the head of which is Prince von Hohenlohe-Eltingen, but the German shipping companies took alarm, and, it is said, persuaded the Emperor to use his influence with the Hohenlohe company to prevent the sale. At any rate, the Belgian company has been informed that the ships in question have been sold to German shipowners, and consequently they have claimed a hundred and fifty thousand pounds as damages. Meanwhile, the great German Transatlantic companies have started a tariff war against the development of a Belgian mercantile marine, and as the Belgians do not intend to submit without a struggle, there should be a fine opportunity for our shipbuilders to supply Antwerp with the vessels which it is not allowed to buy in Germany. The Argentine trade is of the highest value to the Continent of Europe, but at present Hamburg has almost the monopoly of it.

The announcement that the Cunard Company has sold the *Etruria* results an interesting period in the history of Atlantic navigation. This vessel and her sister ship the *Umbria* were built in 1884, and ranked as the fastest and finest of the company's liners for several years. It was their fate to be overshadowed, in 1893, by the *Campina* and the *Lucania*, just as these last-mentioned steamships have in due course been eclipsed by the *Lusitania* and the *Mauretania*. But it is doubtful whether the Cunard Company ever had two more remarkable boats than the *Etruria* and the *Umbria*. The company has put on record its own opinion of these boats in terms which were extraordinarily complimentary to the builders, Messrs. John Elder and Co. "Year in and year out," the company said, "they have made their passages with undeviating regularity, and have enjoyed the most perfect health. No ships ever gave their owners less uneasiness than these two, and none have done such an extraordinary quantity of good work. They are monuments, that cannot lie, to the skill of the design and the faithfulness of the labour that went to their accomplishment." It is a record that the *Etruria*'s fastest passage westward was 5 days 20 hours 55min, and her fastest eastward passage 6 days 37min. Her highest day's run on the westward trip was 509 knots, and on the eastward, 435 knots. Her speed was officially set down at 19.6 knots, but she has done the eastward run at an average throughout the passage of 20 knots. Her sister ship, the *Umbria*, is pretty much on a level with the *Etruria* in the matter of speed. It does not appear to be certain, as has been stated, that the *Etruria* will be broken up. There ought to be a good deal of work in her yet. Students of coincidence will note the fact that the *Umbria* loses her sister ship within a few weeks of the severance of the *Lucania* from the *Campina*.

BRITISH INDIANS IN SIAM.

INDIAN VIEW OF THE TREATY.

A correspondent writes to the *Statesman*: A new order of things has arisen in Siam under the new Anglo-Siam Treaty signed this year, in which British Indians have substantial and a sentimental interest. The substantial interest consists in the effect of the Treaty upon the business interests of the Indian communities settled in Siam, and that effect is unquestionably beneficial. All British subjects obtain legal recognition of rights in property, residence, and travel, which to Indian residents and traders will be certainly of solid value. People of many nationalities find a home in the hospitable kingdom of the yellow robe, and amongst them the Indians and Burmese are not the least important in numbers and wealth.

But the point that has been strongly criticised (by English critics) as the one blot on the treaty is the slight distinction made between Asiatic and non-Asiatic British subjects. This point, stated in briefest form, amounts to this, that Siamese courts dealing with non-Asiatic British subjects will have an Adviser who will act as a judge; whereas, when dealing with Asiatic subjects, the Adviser will act as an adviser only. Now, for all practical purposes this will be a distinction without a difference. It is impossible to imagine Siamese judges (who may be members of the English Bar), acting unjustly in defence of the opinion of their British Adviser, whether the latter have the determining voice or not. Siamese judges do not act in that way. No doubt the framers of the Treaty felt themselves obliged, for some reason or other, to adopt the distinction in question. It is a pity that even the appearance of a distinction was not avoided. But the point may be safely regarded as more sentimental than practical. There need be no doubt that British interests were well looked after, and that there was no lack of care in this respect. The assurances lately given in the House of Commons by members of the Government, taken together with the text of the Treaty, fully confirm this belief, and indicate that the principle of *Cris Britannicus* has been maintained in spirit if not in letter. British-Indian subjects may feel fairly well satisfied with the way in which their interests have been safeguarded. No practical difficulty seems to have arisen as yet, and there is no need to apprehend any.

MR. HARRIMAN'S FORTUNE.

WIDOW'S GENEROSITY.

"One reason why American millionaires are usually so popular," says one of the leading New York organs of public opinion, "is because they give heartily during their lifetime to the cause of education, religion, and philanthropy, and after their death their widows frequently devote themselves to the public welfare by constituting themselves stewards of their husbands' possessions, and dispensing them mainly for the benefit of the people."

The case of Mrs. Harriman, the widow of the Railway King, is cited in support of this argument, because she, like the widow of the late Russell Sage, has now opened an office in New York and called counsellors to her side to discuss plans for the control of her vast property, and to see incidentally that the money spent in philanthropy is well spent.

This determination of America's richest woman is applauded universally as developing "a real American ideal," and a last memorial to her famous husband. Mrs. Harriman on the 8th ult. spent her first day as a New York business woman, charged with the management of the vast estate of the late financier. No woman of the present generation has ever taken over the control of such large and complex affairs, for no other man of this generation burdened himself so extensively in the active development of varied interests as did Mr. Harriman.

Three or four days every week Mrs. Harriman will be at her desk in a private office in New York, which she leased last October. "The estate of E. H. Harriman," is the sign that appears on the direct board of the building. On office days Mrs. Harriman will leave her home at Arden and travel by a train that reaches New York between 10.30 and eleven o'clock.

It is understood that the widow of the railway king will devote the first three or four days of the week to business, in order that she may enjoy the week-end at home, and that only on rare occasions, when her business affairs prove pressing, will she remain overnight in the city.

SIAM'S OLDEST TREATY.

In Kay Larsen's de Dansk-Ostindiske Kolorier Historie (Frankfurt) mention is made, says the *Bangkok Times*, of a Treaty between Denmark and Siam in the reign of Christian IV. No record of such a treaty existed in Siam, and in the work of other foreign writers no mention is made, that Denmark played at that time with regard to trade transactions an important part in Siam. The statements made in Larsen's book were so definite, however, that the Government decided to send a letter to the King of the Archives in Copenhagen, and owing to the active assistance of Etatsraad Andersen, the Consul-General for Siam there, the National Library has now received photographs of the papers to which reference has been made. They may be described as a licence to trade without let and hindrance and a confirmation of the friendship existing between Siam and Denmark. The licence itself is dated from Tenasserim in the "Pi Kaka trini Sok," which would fix the date in the Chulalongkorn era (1921), which is the same as given by Larsen. It is contained in a letter from the Governor-General of Tenasserim, and letters of his subordinates, to the Government of Denmark, giving licence to trade for a vessel which had just arrived. The gist of the papers admits of no doubt, but some questions of a graphic character must be solved before the document can be published in a satisfactory way. The papers may be described as a letter to the King of the Archives in Copenhagen, and owing to the active assistance of Etatsraad Andersen, the Consul-General for Siam there, the National Library has now received photographs of the papers to which reference has been made. They may be described as a licence to trade without let and hindrance and a confirmation of the friendship existing between Siam and Denmark. 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SHANGHAI	DEVANHA Capt. H. Powell	About 7th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 8th Jan.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA Capt. C. H. Watkins, R.N.R.	About 12th Jan.	Freight and Passage.
SHANGHAI MOJI, KOBE, NYANZA and YOKOHAMA	BRADSLAW Capt. H. S. Bradshaw, R.N.R.	About 15th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th January, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	TEAN	On 4th Jan., 3 P.M.	
AMOI and SHANGHAI	TIENTSIN	On 4th Jan., Noon.	
CEBU and ILOILO	SUNGLANG	On 5th Jan., 4 P.M.	
SHANGHAI	LINAN	On 6th Jan., 4 P.M.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	CHANGSHA	On 8th Jan., 4 P.M.	
SHANGHAI	CHINHUA	On 9th Jan., D'light	
MANILA	TAMING	On 11th Jan., 3 P.M.	
SHANGHAI	CHENAN	On 13th Jan., 4 P.M.	
SHANGHAI	ANHUI	On 16th Jan., D'light	

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARRIAGE, 5th to 14th FEBRUARY. S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th idem for Hongkong. Special Reduced return fare of \$50.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS
WEIHWAI, CHEFOO & CHINWANTAO	CHEONGSHING	Tuesday, 4th Jan., Noon.	
SHANGHAI	YATSHING	Tuesday, 4th Jan., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Wed' day, 5th Jan., Noon.	
YOKOHAMA	LAUSANG	Wed' day, 5th Jan., Noon.	
YOKOHAMA	LOONGSANG	Friday, 7th Jan., 4 P.M.	
YOKOHAMA	YUENSANG	Friday, 14th Jan., 4 P.M.	
YOKOHAMA	POOKSANG	Friday, 21st Jan., 4 P.M.	
YOKOHAMA	KUTSANG	Saturday, 22nd Jan., Noon.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMANG" and "POOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuantan, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 216, Sul. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 1st January, 1910.JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOI and FOOCHOW.	TUESDAY, 4th Jan., at 10 A.M.
"HAIMUN"	SWATOW	WED' DAY, 5th Jan., at 10 A.M.
"HAICHING"	SWATOW, AMOI and FOOCHOW.	FRIDAY, 7th Jan., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st January, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CANTON"	About 5th Jan., 1910.
SHANGHAI, YOKOHAMA, and KOBE	"INDIEN"	On 17th Jan.,
COPENHAGEN and BALTIC PORTS	"INDIEN"	Middle of Feb.,

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

Hongkong, 11th December, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. BRASILIA	5th Jan.
S.S. SEGOVIA	15th Jan.
S.S. SAMBIA	2nd Febr.
S.S. ANDALUSIA	9th Febr.
S.S. SAKONIA	17th Febr.
S.S. C. FERD. LAEISZ	27th Febr.
S.S. AMBRIA	12th March.

Further Particulars, apply to—

Hongkong, 4th January, 1910.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

1910.

S.S. KIYO MARU	9,500 tons gross	Sail Feb. 26th, at Noon.
S.S. BUJO MARU	6,000	" April 27th, at Noon.
S.S. AMERICA MARU	6,000	" "

For particulars apply to

N. YAMADA, Acting Manager.

TOTO KISEN KAISHA, King's Building.

Hongkong, 21st December, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TANGO MARU Capt. A. Christensen	8,000	THURSDAY, 6th Jan., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WED' DAY, 19th Jan., at Daylight.
	AKI MARU Capt. K. Sato	7,000	WED' DAY, 2nd Feb., at Daylight.
VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 8th Jan., due Kobe 13th Jan., connects)	AWA MARU Capt. A. Keith	6,500	WED' DAY, 19th Jan., from YOKOHAMA.
VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan., due Kobe 25th & Yokohama 27th Jan., connects)	SANUKI MARU Capt. K. Homma	6,500	SATURDAY, 29th Jan., from KOBE.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 21st Jan., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 17th Febr., at Noon.
SHANGHAI, MOJI and KOBE	TOTOMI MARU Capt. R. Smith	4,500	TUESDAY, 4th January.
KOBE and YOKOHAMA	INABA MARU Capt. R. Takeda	6,500	SATURDAY, 8th Jan., at Daylight.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 11th January.
NAGASAKI, KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 14th Jan., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED' DAY, 19th Jan., at Noon.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 30th December, 1909.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 8th Jan., Noon.
RUBI	2540	E. W. Almond	Manila	On 15th Jan., Noon.

For Freight or Passage apply to

HONGKONG, 1st January, 1910.

SHEWAN, TOMES & Co.,
General Managers.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS. RIBBELL RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East—
16, DES VŒUX ROAD, HONGKONG.Japan Office,
14, WATER STREET, YOKOHAMA.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL-STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
COLOMBO		MARSEILLES & LONDON		
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MANTUA	11000	March 5
ASSAYE	7500	PERSEA	7951	March 11
DELTA	8000	MALWA	11000	March 19
MAEDONIA	10500	(Through Steamer calling at Bombay)		April 2
DEVANHA	8000	MONGOLIA	10500	April 16
ASSAYE	8000	MARMORA	10500	April 30
DELTA	7500	MOREA	11000	May 6
DELHI	8000	MOOLTAN	10000	May 14
				May 20
				June 3
				June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	HONGKONG	LONDON
• SYRIA	about	26
• SUMATRA	January	March
• NYANZA	February	March
• SUNDA	February	29
• NILE	March	23
• SABBIDIA	April	20
• NORE	May	4
	May	18
		2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1st SALOON £55.00 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4

Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

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E. A. HEWETT,
SUPERINTENDENT

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., at Noon 1910.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING, via SWATOW, & AMOI	"SOSHU MARU" Capt. K. Sugi	WED' DAY, 5th Jan., at 8 A.M.
SHANGHAI via SWATOW, AMOI & FOCHOW	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 6th Jan., at Daylight.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 1st January, 1910.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Jan., at 9.30 A.M.

All Claims must reach us before the 13th Jan., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.

Ex. S.S. "THERAPIA" from Smyrna.

Transhipped at Naples.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 30th December, 1909.

GEBRUEDER SCHUSTER MARKNEUKIRCHEN.

VIOLINS, VIOLAS, VIOLINCELLOS, GUITARS, LUTES,
MANDOLINES, OF EXCELLENT QUALITY.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only duly prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

Postal Guides for the Year 1910, are now on sale 50 cents each.

The Siberian mail will in future be sent from Shanghai to Dalny via Chetso if no steamer
is available from Shanghai to Dalny direct.

This News, with the French mail of the 3rd December, left Saigon on Saturday, the 1st
Jan., at 4 a.m., and is expected here to-day. This packet brings replies to letters despatched
from Hongkong on the 30th October.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hainan	Tuesday, 4th, 9.00 A.M.
Weihaiwei, Chefoo and Chinwangtao	Cheongching	Tuesday, 4th, 10.00 A.M.
Haiphong	Hongkong	Tuesday, 4th, 10.00 A.M.
Europe, &c., India via Tutuorin		Tuesday, 4th, 10.00 A.M.
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Manila	Tea	Tuesday, 4th, 2.00 P.M.
Shanghai	Yatohing	Tuesday, 4th, 5.00 P.M.
Singapore, Penang and Cebu	Pronto	Tuesday, 4th, 5.00 P.M.
Sundakun	Kumany	Wednesday, 5th, 11.00 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Freemantle	Easton	Wednesday, 5th, 11.00 A.M.
Cebu and Manila	Sungkiang	Wednesday, 5th, 3.00 P.M.
Shanghai	Lanan	Thursday, 6th, 3.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 7th, 9.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Arratoon Apear	Friday, 7th, 10.00 A.M.

"LOTUS" BLEND TEA.

RICH

PURE

AND

FRAGRANT.

Obtainable at all the Stores.

H. RUTTONJEE & SON. WINE AND PROVISION MERCHANTS.

TO-DAY.

3 P.M.—Auction of Crown Land, Public Works
Dept.

FORTHCOMING EVENTS.

Thursday, 6th Jan.—Auction of Old and Con-
demned P. W. D. Stores, by Messrs.
Hughes & Hough.
Saturday, 15th Jan.—Extraordinary General
Meeting, The China Light & Power Co., Ltd.
Thursday, 10th Feb.—China New Year.
Monday, 14th Feb.—King Alfred Dance, City
Hall.
Tuesday, 15th Feb.—Hongkong Jockey Club
Races begin.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

December 31st.

ON LONDON—	
Telegraphic Transfer	1/94
Bank Bills on demand	1/94
Bank Bills at 30 days' sight	1/93
Bank Bills at 4 months' sight	1/93
Credits at 4 months' sight	1/92
Postponed Bills at 4 months' sight	1/92
ON PARIS—	
Bank Bills on demand	226
Credits at 4 months' sight	230
ON GERMANY—	
On demand	183
Bank Bills on demand	43
Credits at 60 days' sight	45
ON HAMBURG—	
Telegraphic Transfer	133
Bank on demand	133
ON CALCUTTA—	
Telegraphic Transfer	133
Bank on demand	133
ON SHANGHAI—	
Bank at sight	75
Private at 30 days' sight	88
ON YOKOHAMA—On demand	88
ON MANILA—On demand	88
ON SINGAPORE—On demand	70
ON BATAVIA—On demand	108
ON HATPHONG—On demand	81
ON SAIGON—On demand	8
ON BANGKOK—On demand	85
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$57.50
BANK SILVER, per oz.	24

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces
Chinese	\$7.84 discount
Chinese	\$8.17
Hongkong	\$8.20
Hongkong	\$8.50

OPIMUM.

Quotations are:—	December 31st.
Malwa New	\$1,370/1,400 per picul.
Malwa Old	\$1,410/1,420
Malwa Older	\$1,430/1,440
Malwa V. Old	\$1,450/1,460
Persian fine quality	\$1,100/1,200
Persian extra fine	\$1,250/1,300
Patna New	\$1,465 per chest.
Patna Old	\$1,450
Bonares New	\$1,475
Bonares Old	

STEAMERS PASSED THE CANAL.

Dec. 4th— <i>Tranquebar</i> , <i>Vorwarts</i> , <i>St. George</i> , 8th— <i>Derfflinger</i> , <i>Benarich</i> , <i>Carveronshire</i> , <i>Liberia</i> , <i>Prism</i> , 11th— <i>Indra</i> , <i>Amha</i> , 15th— <i>Katoun</i> , 18th— <i>Atala</i> , <i>Mara</i> , <i>Coulton</i> , <i>Hyon</i> , <i>Tera</i> , 22nd— <i>Benevolence</i> , <i>Blomfontein</i> , <i>Nyana</i> , <i>Katoun</i> , <i>P. E. Friedrich</i> , <i>Segovia</i> , 24th— <i>Akyana</i> , <i>Belgravia</i> , <i>Kintuck</i> , <i>Hilachi</i> , <i>Mara</i> , <i>Tourane</i> , 29th— <i>Clelia</i> , <i>Carmanthenshire</i> , <i>Ghazee</i> , <i>Lennox</i> , January 1st— <i>Breconshire</i> , <i>Ernest</i> , <i>Simons</i> , <i>Namur</i> , <i>Peking</i> , <i>Roon</i> .

ARRIVALS AT HOME.

Dec. 31st— <i>Albenga</i> , <i>Kleist</i> , <i>Opack</i> , <i>Wakasa</i> <i>Mary</i> .

PASSENGERS.

Per <i>Eastern</i> , from Japan, &c., Mr and Mrs Gadloff and 3 children, from Shanghai, Messrs Dadley, Mr and Mrs Roumouhine, Mrs M. C. Craig, Miss Walker, Capt. Holm, Messrs W. G. Jenkins, I. Ferry, I. Mihata, Watkins, W. G. Baker and Walker. Per <i>Polynesia</i> , for Hongkong, from Kobe, Mr Phya Sri Sahadeb, from Shanghai, Messrs G. Fritz and boy, T. Blunck, C. Huy, J. L. Vangkhon and boy, O. Thoresen, V. H. Miles, W. Metecoffe, G. Kakayama, Kuipo, M. E. Mushimostsky, E. Gastenberg and William Benoll.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [1152]

SIEN TING

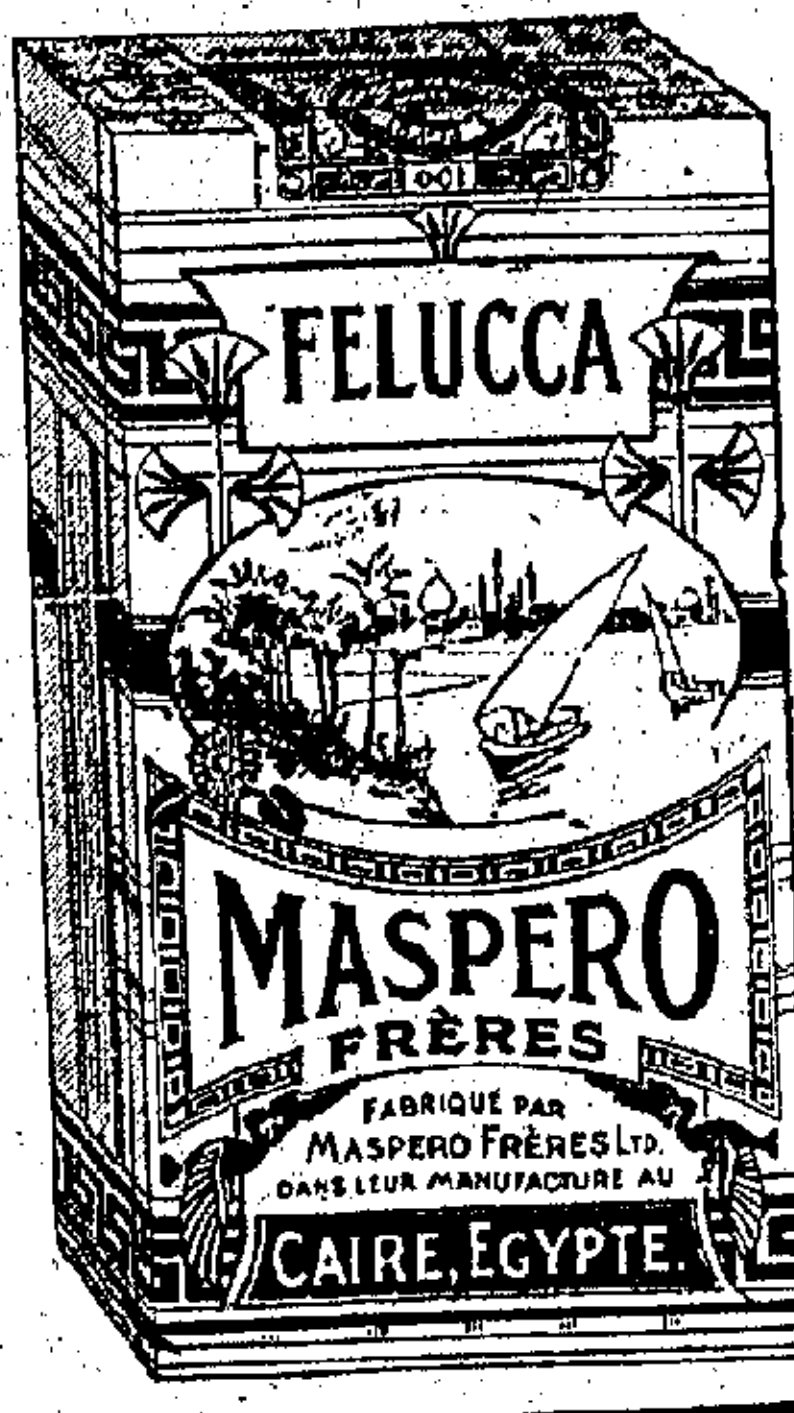
SURGEON DENTIST.
No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1221]

The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE.

IN 50'S & 100'S
HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80 PER 100

FROM ALL TOBACCONISTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, DECEMBER 31st, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,000, sel.
National Bank of China, Limited	99,925	\$7	\$6	\$65, buyers
Bank of Communications, Limited	6,604	12/6	12/6	\$10, buyers
Bank of China, Limited	60,000	\$12	\$12	\$12, sellers
China Bank, Limited	50,000	\$10	\$10	\$6, buyers
China Light and Power Company, Limited	50,000	\$1	\$1	\$1, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.50, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 135.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5.10, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 75.
Leau-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 100.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 425.
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	\$6	\$161, sellers
DOCK AND WHARF.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$61, sal. & sel.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sal. & buy.
New Amoy Dock Co., Limited	55,700	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	\$25	\$11, sellers
HEAVY & CO., LIMITED	400,000	\$10	\$10	\$74, sales
GREEN ISLAND CEMENT CO., LIMITED	7,000	\$10	all	\$210, buyers
HONGKONG AND CHINA GAS CO., LIMITED	60,000	\$10	\$10	\$20, buyers
HONGKONG ELECTRIC CO., LIMITED	12,000	\$50	\$50	\$77 1/2, sal. & buy.
HONGKONG HOTEL COMPANY, LIMITED	8,000	\$25	\$25	\$45, buyers
HONGKONG ICE COMPANY, LIMITED	5,000	\$25	all	\$180, sellers
HONGKONG ROPE MANUFACTURING CO., LIMITED	60,000	\$10	all	\$25, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$145, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$118, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$92, sal. & buy.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$5	\$370, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 112, buy.
Union Insurance Society, Limited	12,400	\$250	\$100	\$390, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$102, sal. & sel.
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$34, sal. & sel.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$120.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	\$44, sellers
West Point Building Co., Limited	12,500	\$50		
Mining.				
Societe Francaise des Charbons du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$63, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$13, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$1, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$157, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$21, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manilla Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$32, sales
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$42 1/2, L'don
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$1	\$1	\$20 1/2, L'don
Shell Transport & Trading Co., Limited	2,000,000	\$10	\$10	\$67 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$26, buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$124, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, sales
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$10, buyers
Weissmann, Limited	3,000	\$10	\$4	\$124, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$302.
Union Waterboat Co., Limited	100 fliers	\$10	\$10	\$10, sales
RUBBERS.				
Balgownie				\$78 (Sta.)
Pegohs				\$22
Ragulus				\$22
Anglo-Malaya				\$16
Castelfield, fully paid				\$26-6-0, buyers
Consolidated-Malays				\$24-6-0, buyers
Damansara				\$72, buyers
Highlands and Lowlands				\$3/3 prom.
Kamunings				\$25-7-6, sal. & b.
Kuala Lumpur				\$53, buyers
Leedbury's				\$77, buyers
Linggis				\$23, buyers
Sopongs				\$35
Shelfords				\$72-6
Sungel-pare Ka				
Loans.				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Per.

VERNON & SMYTH, Share-Brokers.

SHIPPING IN PORT.

STEARERS.	STEARERS.
ALINE, British str., 1,450, J. Martia, 2nd Jan. —Saigon 28th Dec., Rice—Man Fat.	APOLLO, British str., 2,433, H. V. Reay, 27th December—Mauritius, General—Jardine, Matheson & Co.
AROVAN MARU, Japanese str., 1,217, I. Mats- bachi, 31st Dec.—Wakamatsu 24th Dec., Coal—Mitsui Bussan Kaisha.	BRAND, Norwegian str., 1,519, Evensen, 15th Dec.—Chinkiang 9th Dec., General— Wallen & Co.
BUJAN MARU, Japanese str., 1,811, Y. Fuzuo, 1st Jan.—Swatow 31st Dec., General— Onaka Shosen Kaisha.	CHONGSHING, British str., 1,265, O. McIl- liddell, 25th Dec.—Chingwantao 19th Dec., General—Jardine, Matheson & Co.
CHINTUFO, Chinese str., 2,250, A. Augensen, 26th Dec.—Taungtau 21st Dec., Salt— Wallen & Co.	CHIVO MARU, Japanese str., 7,250, W. W. Greene, 27th Dec.—San Francisco 30th Nov., General—Toyo Kisen Kaisha.
CHYUN, Chinese str., 1,177, C. Stewart, 2nd Jan.—Shanghai 28th Dec., General— C. M. S. N. Co.	DAIYA MARU, Japanese str., 1,735, Kobayashi, 31st Dec.—Wakamatsu 26th Dec., Coal— Mitsui Bishi Goshi Kaisha.
FAUSANG, British str., 1,410, H. S. Malkin, 29th Dec.—Probeling 19th Dec., Sugar— Jardine, Matheson & Co.	HAIYANG, British str., 1,362, Hodgins, 1st Jan.—Swatow 31st Dec., Tea and General— Douglas, Laing & Co.
HANGKOW, British str., 999, G. Mawley, 2nd January—Chefoo 27th Dec., General— Butterfield & Swire.	HANZEL DOLLAR, British str., 7,200, M. Ridley, 26th Dec.—Moji 21st Dec., Coal— Order.
HINRANG, British str., 1,355, Smith, 31st Dec. Java 20th Dec., Sugar—Jardine, Matheson & Co.	HONGKONG, French str., 739, A. Cornallissen, 30th Dec.—Haiphong 27th Dec., General— A. B. Marty.
HOPANG, British str., 1,360, Hay, 30th Dec.— Java 20th Dec., Sugar—Jardine, Matheson & Co.	HUNG THUN, Chinese str., 808, Marhussen, 25th Dec.—Chinkiang 20th Dec., Beans and Ground Nuts—Order.
HAIN KONG, Chinese str., 1,262, Hamblin, 27th Dec.—Shanghai 22nd Dec., Santow 26th Dec., General—C. M. S. N. Co.	IDONEV, British str., 4,250, R. A. Tillotson, 12th Dec.—Saigon 8th Dec., General— Butterfield & Swire.
KAIYUKU MARU, Japanese str., 1,903, S. Suda, 17th Dec.—Moji 11th Dec., Coal— Bradley.	KAIKING, British str., 1,215, Lavers, 25th Dec.—Weihaiwei 20th Dec., Salt and General—Butterfield & Swire.
KHIVBERG, German str., 645, Alb. Nisjah, 1st Jan.—Hoioh 31st Dec., General— Jensen & Co.	KUICHOW, British str., 1,240, W. B. Brown, 21st Dec.—Tientsin 12th Dec., General— Butterfield & Swire.
KUMSANG, British str., 2,078, E. J. Buller, 29th Dec.—Calcutta, Penang and Singapore 20th Dec., General—Jardine, Matheson & Co.	KWANGSI, British str., 1,223, H. Matthias, 27th Dec.—Chinkiang, 24th Dec., General— Butterfield & Swire.
KWANGSI, British str., 1,042, Dowson, 23rd Dec.—Taungtau 19th Dec., General— Butterfield & Swire.	LAETTES, British str., 1,340, Frampton, 29th Dec.—Saigon 23rd Dec., General— Chinese.
LOONGSANG, British str., 1,995, F. Wheeler, 2nd Jan.—Manila 30th Dec., General— Jardine, Matheson & Co.	MAUSANG, British str., 1,344, G. S. Weigall, 24th Dec.—Santakan 18th Dec., Timber and General—Jardine, Matheson & Co.
NANCHANG, British str., 1,062, Spink, 31st Dec.—Chefoo and Taungtau 26th Dec., General—Butterfield & Swire.	NANSHAN, British str., 1,299, Allan Jones, 29th December—Saigon 23rd Dec., Rice— Order.
PHUDIPEN, British str., 1,065, Jas. H. Scott, 23rd Dec.—Saigon 17th Dec., Rice and General—Wo Fat Sing.	PONGTONG, German str., 998, H. Olds, 1st Jan.—Bangkok 25th Dec., Rice—Butter- field & Swire.
PROMINENT, Norwegian str., 1,024, H. Jensen, 31st Dec.—Bangkok 22nd Dec., Rice, etc.—Aagaard, Thoresen & Co.	PROMINENT, Norwegian str., 746, Christiansen, 22nd Dec.—Dulny 16th Dec., Beans— Aagaard, Thoresen & Co.
PRONTO, Norwegian str., 638, Th. Seeborg, 14th Dec.—Shanghai 10th Dec.—Aagaard, Thoresen & Co.	

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BAJAH, German str., 1,275, F. Thorl, 29th
Dec.—Bangkok 19th Dec., Rice—
Butterfield & Swire.
SHAOHING, British str., 1,307, McIntosh, 2nd
Jan.—Dulny 25th Dec., Coal—Butterfield
& Swire.
SHENKING, British str., 1,034, E. B. Simons,
25th Dec.—Chingwantao 19th Dec.,
General—Butterfield & Swire.
SOSHU MARU, Japanese str., 1,119, T. Sugl
1st Jan.—Amping and Swatow 31st Dec.,
General—Onaka Shosen Kaisha.
SUMATRA, British str., 2,976, C. J. Benton,
1st Jan.—London 20th November,
General—P. & O. S. N. Co.
SUNGKIANG, British str., 989, H. A. Had, 2nd
Jan.—Hollo 29th Dec., Sugar—Butterfield
& Swire.
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